



MONTANA AERONAUTICS COMMISSION

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GOVERNOR COMPLETES AIRCRAFT REGISTRATION



Governor Tim Babcock in accordance with the State Senate Resolution No. 2, passed in the Extraordinary Session of the 40th Legislature, submitted the necessary application and fee for the registering of his personal aircraft.

Governor Babcock is shown receiving his registration decal from the Aeronautics Commission's Registration Secretary, Paula Jesswein.

JIM PICKENS ELECTED MATA PRESIDENT

Over 70 members attended the 21st annual convention of the Montana Aviation Trades Association held in Billings on January 25, 26 and 27. Outstanding speakers highlighted the convention and the following new officers were elected: James "Jim" Pickens, Billings—President; David Stradley, Belgrade—Vice-President; Cliff Cunningham, Billings—Secretary/Treasurer; Reappointed, Elizabeth Herrin, Helena—Executive Secretary. Directors for the coming year: Edgar Obie, Chinook (Out-going President); Wm. Breiter, Fort Benton; Willis Todd, Lewistown; and Bob Palmersheim, Billings.

MATA voted to meet in Butte, January, 1969 and their meeting will be held in conjunction with the Montana Airport Management Assn.

The Agricultural Chemical Application Short Course, held on Thurs., Jan. 25 and the morning session on Fri., Jan. 26, was presented by specialists from leading Universities; State Departments, Insurance Companies and the industry.

Shortcourse Schedule THURSDAY, JANUARY 25

Morning Session

Welcome by Willard Fraser, Billings' Mayor.

Introductory Remarks by Guy F. MacLeod, (University of California) Program Leader.

J. Blair Bailey (University of California)—Storage, Disposal and Decontamination.

Kenneth Rayak (Kansas State University)—Aircraft Equipment from Multiple Viewpoints.

Norman Akesson (University of California)—Drift As A Hazard in Agricultural Chemical Usage.

Afternoon Session

R. J. McCalloch (University of Wyoming)—Agricultural Chemicals: Classification, Toxicity and Mode of Action.

Carl Johansen (Washington State)—Protecting Insect Pollinators.

Robert McCondochie (San Francisco, Calif.) Insurance Records, Liabilities.

John Spindler (State Dept. of Health, Helena)—Pesticides-Wildlife Problems.

FRIDAY, JANUARY 26

Morning Session

Walter C. Hensley, Chairman.

Eugene Mendel, Malta — Principles of Ultra Low Volume Advantages and disadvantages.

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MONTANA AERONAUTICS
COMMISSION**

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Helena, Montana**

Tim Babcock, Governor

Charles A. Lynch, Director

**Jack R. Hughes, Chairman
E. B. (Ted) Cogswell,
Vice Chairman
Clarence R. Anthony, Secretary
Carl (Bill) Bell, Member
Gordon R. Hickman, Member
Walter Hope, Member
Robert H. Howe, Member**



The following is a reprint of the speech presented by Director Lynch to the Montana Aviation Trades Association during their recent convention.

Director's Column



PROBLEMS AND PROGRESS

Gentlemen:

Rather than bringing to you today my usual format on the report of the operations of the Montana Aeronautics Commission for the last year, I believe it would be much more expedient to bring to your attention a couple of items symbolic of a growing national problem.

In fact, Gentlemen, these items are more than symbolic, they are the essence of the problem itself. A recent press release issued by the Federal Aviation Administration under the date of January 18, covers a report compiled from the official airline guide, indicating the conditions surrounding the busiest day of the year for the scheduled air carriers in the United States.

It is rather interesting to note that Friday is the heavy scheduled day of the week and the report shows 17,009 airline flights on the Friday schedule during the sample month of May, 1967. Saturday's schedule is 17% less and Sunday's schedule 15% less.

At 10:00 a.m. Eastern Standard Time on Fridays, 998 scheduled airline flights were airborne. The number increased to 1,029 at 11:00 o'clock and then remained over 1,000 for the next

ten hours. The high point was reached at 6:00 p.m. Eastern Standard Time when 1,152 flights were in the air.

Of the total 17,009 Friday flights, 6,398 were jets, 4,551 turbo props, 5,284 piston airplanes and 776 helicopters.

Community pairs exchanging 100 or more Friday flights were Los Angeles-San Francisco, Boston-New York, Cleveland-Detroit, and additional 70 community pairs exchanged 30 or more flights in the Friday schedule.

Airlines with U.S. schedules excluding air taxis and intrastate carriers, increased from 56 in May, 1965, to 82 in May, 1967. Of these, foreign airlines accounted for 24 in May, 1965, and 49 in May, 1967. Of the 49 foreign carriers 14 were Canadian based and 6 were based in Mexico.

This information in itself is in no way alarming. However, coupled with the following information which appeared in correspondence directed from the Airport Services Division of the Federal Aviation Administration to Senator Metcalf in Washington, concerning the Federal Airport Aid Program, the entire problem becomes obviously and perfectly clear. I quote from that letter:

"To date we have received over 750 requests for development of various airport construction items for fiscal year 1969. These requests already total \$381,000,000. I know you are aware that the funds appropriated for this program for fiscal year 1969 total only \$70,000,000. The tremendous demand on the available funds, coupled with the increased pressure on our airport system for expansion and development, requires an extensive review and the establishment of high priorities with respect to each request."

Herein, gentlemen lies our problem.

As transportation has advanced so has human progress, since the first of this century, advancements in transportation have made possible more technical, intellectual, social and economic growth than in all the previous years of recorded history.

Continued progress for all people depends upon transportation having the same freedom of growth today and tomorrow as it has had in the past. The alternative to this is to surrender to the forces of stagnation and regression.

The radical shift of emphasis from a production economy to a distribution economy intensifies the need for communications and transportation. Already, one dollar out of every five comprising the Gross National Product is a transportation dollar. The Gross National Product is growing. The per cent dedicated to transportation is growing even faster. Expenditures for air transportation are growing more than four times as fast as expenditures for all types of transportation.

If man's progress is not to be denied through limitations on air transportation, it is essential that greater utilization be made of the facilities today and that an airport and air traffic system be developed which will foster the freedom of growth for all air transportation.

The rapid growth of all segments of aviation in the past decade has created

a whole new spectrum of problems in a few locations for our air transportation system. At these locations, many of its elements are barely able to accommodate the demands imposed during peak traffic periods.

This saturation occurs only at a few of the Nation's air transportation points. There are only 23 metropolitan areas which today have congestion at certain times of the day. This is expected to increase to no more than the 76 areas of 300,000 or greater population during the next four to five years.

In these congested areas during peak hours of flying, the air traffic control system is causing significant delays to both private and commercial aviation interests with resultant economic penalties and irritations to both operators and users. Similarly, these areas are beginning to experience peak-hour saturation in good weather and corresponding longer delays during IFR conditions.

All estimates for the future assume that this rapid rate of growth will continue for the next decade with a corresponding increase in the scope and magnitude of the problems cited.

Programs of firm action are demanded. First, the most safe and efficient use must be made of present facilities for all air transportation; and second, long range plans must be made and quickly implemented which will accommodate individual air travel requirements coordinated with public air transportation needs.

Immediate action calls for an examination of the very few critical areas so that isolated measures may be applied where they are needed without instituting undue restrictions in the vast numbers of places not presently affected.

There are no fundamental differences of objectives between the public carriers and general aviation. No form of air transportation can be efficient unless all forms of air transportation are efficient. This must be clearly recognized; both general aviation and the public carriers are seeking to provide the most efficient, most safe and most productive air transportation system by each fulfilling its proper role.

There is a basic difference in requirements, however, public carriers need standardization; general aviation requires nonstandardization. Public transportation must operate over given routes to limited points, at specified times, to which the traveling public must adjust. General aviation, conversely, must remain flexible, moving to and from thousands of points with departure and arrival times set by the traveling public.

This is the strength of both systems. Either segment failing to do its proper job will seriously damage both segments' ability to properly meet the public needs.

Air transportation, and particularly general aviation, is essential to the nation's security during any man-made or natural disaster. The diversity of the general aviation fleet and its flexibility, coupled with the ability to operate from minimum facilities, and the vast reservoir of airmen and supporting mainte-

nance skills are the best backstop this nation has to serve through and recover from adverse military action or natural disasters. This goes beyond the use of facilities by military aircraft.

The production capabilities of the aerospace industry can be swiftly altered to meet military needs. Many of the aircraft presently produced are used by the military with only slight modifications.

In the history of all transportation, private carriage has dominated. Air transportation, however, began with public carriers conducting most inter-city air travel. Today, air transportation is following the historic trend to domination by private means. This diversity is the strength of general aviation and documents its importance to so many people in so many places.

General aviation operates approximately 110,000 aircraft. This is about 55 times more than operated by all the United States' airlines combined.

As many people use general aviation each year as are carried as passengers on all the airlines. A report by the Federal Aviation Administration shows this to be true when all the activities of general aviation are considered; that is, power and pipeline patrol, flight instruction, aerial application and similar flying work plus the point-to-point travel. In inter-city travel alone, general aviation carries one-half as many people as are carried by all airlines combined.

To perform these transportation and work tasks, general aviation last year flew more than 21 million aircraft hours covering in excess of 3.3 billion airplane miles. In conducting these activities general aviation achieved its safest accident rate in history. While almost every measurable act of human life has shown either growth in accident rates or only minute improvement, general aviation is making dramatic improvement. In 1966 general aviation's fatal accident rate based on airplane hours improved in excess of 20 per cent.

But improvement is only one factor. The base for improvement also must be considered. A thorough study of accidents based on exposure shows general aviation to be an exceptionally safe activity.

This is documented through study of total activity. A study by the State of Michigan revealed that in that state, 78 per cent of all general aviation activity occurred at airports without control towers. Thus, the 35,759,000 general aviation takeoffs and landings reported during fiscal year 1967 at just the 309 airports where the FAA maintains an air traffic control tower represent only a fourth, or possibly a third of the total. If this assumption is valid, it would mean general aviation flights by general aviation actually made more than 107 million takeoffs and landings during the twelve-month period. With each flight consisting of two movements—a takeoff and landing—the number of flights would be one-half, or 53.5 million individual flights.

When the small numbers of fatal accidents are placed against this magni-

tude of operation, general aviation proves itself to be a safe and responsible means of transportation.

This safety results from both reliable equipment and competent pilots, well trained to meet the rigid standards of the Federal Aviation Administration.

The dominant role of general aviation in total transportation comes into sharp focus when the concentrated service of the scheduled airlines is considered.

Eighteen per cent of all scheduled departures and 34 per cent of all enplaned passengers occur at just five major metropolitan areas. The airlines schedule 29 per cent of their departures and enplane 51 per cent of their passengers at only ten major hub areas. And, while airlines serve about 515 points (535 airports), more than 60 per cent of all passengers are enplaned at just 21 airline service points.

This concentration of airline service means that general aviation is the required air transportation system from small community to small community; the connecting link between metropolitan areas and medium and small communities; and, the only means of direct transportation between communities of any size where the traveler can set his own departure and arrival time.

To do this, general aviation serves more than 10,000 airports. Congestion, therefore, is not a national problem but a local one and must be treated as such.

Except for the very large airports where facilities are designed for mammoth airliners, general aviation pays either the total airport income or a substantial part of the operations. General aviation in 1966 paid \$15 million in federal fuel tax (a portion of this may have been refunded to those who filed for it.) This corresponds to the amount paid by the airline. At numerous airports, general aviation pays a "fuel flowage fee" in addition to federal and frequent state tax. At Washington National Airport, for example, this fuel flowage fee in 1966 amounted to more than one-half million dollars. This is in addition to landing fees, parking fees, and rents and leases paid by general aviation business operations located on the airports.

The growth of general aviation and public air transportation is conservatively forecast to reach 252,000 aircraft by 1977. But raw numbers do not tell the complete story. The airlines are expected to have a total of 3,000 aircraft while general aviation will operate 249,000. With adequate facilities, this figure shows every sign of being exceeded by general aviation.

Operation of 98 per cent of the airplanes by 96 per cent of the pilots to one hundred per cent of the air service points; and flying 79 per cent of the civil hours covering 71 per cent of the airplane miles carrying more than 50 per cent of the total people. General aviation is unquestionably the part of the total air transportation system whose needs must be placed in the forefront for facility planning.

In the U. S. today, approximately one-third of the 10,000 airports are publicly owned and operated. The other two-thirds are privately owned. How-

ever, a high percentage of these are open for public use. All airports which are open to the public whether privately owned or owned by a public body are for the use of all air transportation. Only a privately owned airport may discriminate as to who may use the facilities.

In order to accommodate all air transportation it is necessary that a future system of airports and air traffic management be developed which will permit freedom of growth for aircraft operations by the people of the United States. This system must be designed and built so as to make full and proper use of public transportation systems as well.

During the interim years, certain concessions and compromises must be made by all users of air facilities in order to make maximum utilization of existing facilities. These concessions must not be guidelines for future growth.

So as to make intelligent decisions in airport facilities planning, the Montana Aeronautics Commission has, as of last August, contracted for a scheduled air transportation survey with T. A. P., Inc., a consulting firm of Bozeman, Montana, to complete a study and compile a report which will analyze the adequacy of scheduled air service authorized and offered to Montana communities, and to prepare a long-range plan to achieve adequate air services for the state of Montana. With this we hope to be able to help plan an air transportation system for the communities of Montana tailored to fit the needs of our communities involving air transportation by trunk, local service carriers and third level, or commuter airlines.

Through legislative action we have established the authority to regulate and control, and we trust, encourage and assist in the development of intrastate carrier operations.

As National president this year, I am an ex-officio member of the Airport Systems Planning Sub-Committee of the National Association of State Aviation Officials. This committee, in conjunction with the Airport Services Division of the Federal Aviation Administration, hopes to compile a handbook, or guide, for all states in developing a system of airports for each state, that will both fit the air transportation needs of the individual states, and also form an integral part of the National Airport Plan.

The General Aviation Industry manufacturers recommend the following short term and long term programs:

Short Term

1. The critical areas should be identified and isolated. Immediate action should be on a point-by-point basis with corrective measures designed to alleviate specific pressures. Whatever corrective measures may be needed at these areas should be instituted only at these airports and not used as the criteria for all airports. In New York, for instance, general aviation can make more use of Teterboro; in Washington, the airlines can move a substantial number of flights to Dulles.

2. Wherever land areas permit at these critical airports, additional run-

ways should be constructed. Short runways can be constructed for up to two-thirds less per foot than can long runways for heavier aircraft. These additional runways can in many places be placed inside the present runway structure of airports.

3. Separate radio frequencies should be established within the control areas of the airport for aircraft operating below a certain speed.

4. Separate approach and departure routes should be established for high-speed and low-speed aircraft where needed, with IFR capability being added to the supplemental runways.

5. Different approach and departure altitudes should be established within the control areas of the airport for aircraft operating below a certain speed.

6. The Federal Aviation Administration should publish in its Airman's Information Manual detailed information relating to the most effective ways to enter and depart from these busier airports. This information should also be disseminated by the general aviation groups and should be well known by airline pilots.

7. Visual Flight Rules (VFR) approach information should be designed and published to provide all pilots with the most complete information about approaching congested airports.

8. Flight training is vital to the growth of all air transportation; however, where such training does result in serious delays and congestion, training should be conducted at nearby airports if such airports exist. This training dispersment should apply equally to the military, to airlines and to general aviation. In the interest of safety the manufacturers believe that at high density airports solo operations could be restricted to pilots who hold a private license or higher rating. This would assure that aircraft are operated by pilots who have met the training and ability standards set by the Federal Aviation Administration regulations.

9. Access to any airport must be based upon reasonable requirements of aircraft and pilot capability. No priority treatment should be given to any class of aviation.

10. Airlines should continue to examine their schedules and to alter them, moving as many flights into non-peak hours as possible. The bunching of schedules at peak hours contributes significantly to the congestion and delays. For example, at Atlanta, which is used extensively by both general aviation and the airlines, there are 27 scheduled departures in the ten minutes between 5:55 p. m. and 6:05 p. m. Chicago's O'Hare Airport has 16 departures scheduled at exactly 6:00 p. m. There are 21 scheduled departures from Los Angeles International between 8:55 a. m. and 9:05 a. m. These examples relate to departures only and do not include scheduled arrivals. In addition, connecting schedules should be studied to seek methods of achieving the greatest number of connections at airports other than the most busy. Freight flights should be examined for possible rescheduling into non-peak times and at

alternate airports where they are available. It is not consistent to impose excessive fees on non-airline airplanes to reduce their use of facilities when schedule bunching is one of the primary causes of delays.

11. Artificial barriers such as excessive landing fees, impractical lease arrangements for operators or similar nonregulatory actions are as detrimental to the present fulfillment of air transportation requirements and the future freedom of growth as are laws and regulations. When it is necessary to institute additional landing fees and other charges, these fees should be placed equitably upon all users of the airport facilities. For example the \$25 minimum peak hour landing fee announced by the Port of New York Authority is a 400 per cent increase for single engine aircraft which do not need the full runway lengths at the three New York airports. A 125 passenger airline aircraft pays approximately \$106. This is less than a dollar a passenger for the airline while it is \$5.00 or more for each passenger in the smaller aircraft.

12. To assure their continuation for service of air transportation, federal and local funds should be made available to purchase privately owned airports in and around metropolitan areas when action threatens to close these airports.

13. The system of Special VFR, used so successfully in areas where visibility is restricted, should be expanded with information to pilots as to the availability of the service and the best ways to make maximum use of it.

14. Presently operated satellite airports in and around major metropolitan areas should be examined and improved where necessary to achieve all-weather operations. All general aviation interests agree that alternate facilities will be used extensively, thus relieving pressures on primary airports when these alternate facilities have adequate landing aids, proper ground facilities, and convenient ground transportation.

Long Term

1. The present National Airport Plan, which covers a period of five years, should be extended to cover a period of at least twenty years and updated annually. This should include initiation of needs and outlines as well as reaction to local initiative.

2. Additional satellite airports can and should be constructed as quickly as possible in order to accommodate the freedom of growth of all air transportation. Many small airports can be constructed for the cost of improving one major airport. In addition to providing for civil air transportation, these small airports also could become important facilities during any emergency. Municipalities and state governments should consider giving tax concessions or exemptions to land areas used for runways, taxiways, and approach zones and for towers, lighting and similar facilities, to encourage development of additional airports by private enterprise which will be opened to the general public.

3. The current refund of two cents a gallon on aviation gasoline should be discontinued. The fuel tax should be raised to five cents a gallon on aviation gasoline, and an equivalent amount on jet fuel. This tax should be paid by all users, the scheduled airlines and general aviation. Revenues from fuel taxes and local, state and federal taxes levied against aviation should be allocated to maintenance and improvement of the National air transportation system.

4. Runways, taxiways and approach facilities should be publicly financed with costs shared between the general public through taxes and the users through reasonable landing fees, fuel taxes and parking fees. The social and economic benefits accruing to the general public through air service demands that it share in the cost.

5. Master plans for air transportation development should be established whereby total airport complexes integrated with ground transportation in and around metropolitan areas can be built on a continuing basis.

All aircraft operate in the airspace under the same rules which are established by the Federal Aviation Administration.

One of the widest misconceptions of air traffic flow is that VFR (Visual Flight Rules) represents uncontrolled traffic and IFR (Instrument Flight Rules) represents controlled traffic.

On the contrary, there is no such thing as positive control of aircraft any more than there is positive control of individual automobiles and buses. IFR means that the aircraft has been assigned a particular block of airspace in which to fly. It also means that the pilot should follow a prescribed route, remain in contact with a ground station, and follow directions from the ground station. It does not mean that the pilot will not deviate from his route through error any more than an auto driver will not enter the wrong lane of traffic. The control of the aircraft remains with the pilot. There is, therefore, no such thing as "positive control." IFR flight at best gives some degree of positive identification of aircraft. This is achieved under VFR as well through radar and voice communication where radar is available, where frequencies permit the volume of voice contacts, and where control zones require contact.

VFR flights also operate at assigned altitudes. One of the requirements of IFR is that when visibility is good, pilots are required to watch for and avoid other aircraft, just as are those pilots operating under VFR.

All aircraft, military, general aviation and the airlines, operate under both VFR and IFR, depending upon the requirements and the visibility conditions.

The air traffic management system today and as it is planned for the future is incapable of handling all traffic under the present definition of IFR. Until such a system is developed, it is essential that as much traffic as possible operate under VFR.

The present program of putting

more and more aircraft under IFR has proved inadequate to serve the explosive growth of all air transportation.

The excellent safety record of all forms of air transportation when measured against total air activity, attests to the success of Visual Flight Rules. Rather than enhance safety, any effort to force all traffic to operate under IFR identification would so overload the present capabilities of the system as to seriously derogate safety as well as create delays which would be costly and inefficient.

Difficulty between VFR and IFR traffic occurs when one or both aircraft violate established rules. The "see and be seen" concept is a perfectly valid one when visibility permits.

Because the air traffic management system cannot accommodate air transportation needs today in a few locations when visibility requires IFR operation, and therefore, could not serve even a portion of the demand in any weather if all flights were forced to operate under IFR, the General Aviation Industry recommends the following actions:

1. The airspace traffic system should be designed and altered to accommodate the greatest number of airplanes with varying degrees of equipment of all sizes and speeds and operated by average pilots. The higher the pilot's skills, the greater his ability to operate in an environment requiring lesser skills, hence a more efficient traffic flow system will result from facilities accommodating the greatest number of aircraft.

2. Until a system is developed which will accommodate all traffic requirements, as many flights as possible must continue to operate under VFR.

The actual airport facilities are but a portion of the total ground requirements to accommodate all of air transportation. Not only is it necessary to have adequate airports for the arrival and departure of aircraft, it is equally essential to provide fit ground transportation facilities to enable all air travelers to arrive at and depart from these airports. Traffic arteries and public conveyances should meet standards that are consistent with air traffic volume and distances to city centers and other airports. Although these must be provided through conventional financing by local and federal government participation, a high priority of funding should be given to airport services because they are an integral part of the National transportation system.

One of the deterring points to full utilization of Dulles International Airport, for instance, is the poor ground transportation. The situation is bad enough for the scheduled airlines, but for general aviation it is intolerable. The infrequency of bus schedules, the exorbitant taxi fares, and the incompleteness of high speed expressways, cause many flights to use Washington National instead.

The airport is but an en route stop. Rapid transit is needed to city center, between airports, and to outlying areas.

These ground connections should make provisions for public transportation as well as roadways for private vehicles. Gentlemen:

This is but a "bird's eye view" of a few of the growth problems and some of the proposed remedies. It should be food for expanded future thinking and planning.

None of you here today are near enough to retirement to say the problem will not affect you. The problem is now.

Let's keep informed. Think, plan and suggest. Let your thoughts be known where they will do the most good so that we may continue the growth of an indispensable industry to the proper extent of a growing national need.

FRONTIER AIRLINES' DECEMBER REVENUE PASSENGER MILES UP 51%

Revenue passenger miles flown on Frontier Airlines during December, 1967 increased 51% over the same month in 1966.

During December, Frontier flew 64,207,000 revenue passenger miles for an increase of 21,567,000 rpm's over the 42,640,000 revenue passenger miles flown in December one year ago.

Flying the carrier during this final month of 1967 were 191,656 passengers, for a 33% gain above the 144,199 air travelers using Frontier during December 1966.

The Montana cities served by Frontier, had the following passenger boardings during December along with percentage differential compared to December boardings one year ago.

City	1967	1966	Percent
Billings	3510	2740	+28
Bozeman	664	No-op	
Glasgow	252	174	+45
Glendive	103	84	+23
Great Falls	1669	1061	+57
Havre	98	96	+ 2
Lewistown	177	182	- 3
Miles City	96	126	-24
Missoula	761	No-op	
Sidney	123	134	- 8
Wolf Point	129	92	+40
W. Yellowstone			
TOTAL	6157	4689	+31

Flying Frontier during the twelve months of 1967 were a record 2,019,659 passengers. This is the first time that over two million passengers have used the carrier in any given year.

AL NEWBY NAMED PILOT EXAMINER BY FAA



Al Newby
FAA Pilot Examiner

Albert C. Newby, owner and general manager of Flight Line Incorporated of Belgrade, was designated a Federal Aviation Administration Pilot Flight Examiner by GADO No. 9 on January 20, 1968. Al has been a pilot for 30 years, having commenced his flying career at Riverton, Wyoming in 1937. He served with the Army Air Force during World War II in the China-Burma-India Theater. In 1945 following his discharge, Al was employed by Lynch Flying in Belgrade and later purchased the operation.

With over 17,000 flight hours, Al holds a Commercial license and the following ratings: Instrument, Multi-Engine, Flight Instructor, Flight Instructor Instrument, Ground Instructor, A&P Mechanic and type ratings in the DC-3 and B-25.

Al attended the MAC Flight Instructors Refresher Course in 1963 and is the Search and Rescue Coordinator for District No. 11.

Al is well-known throughout aviation circles as he frequently appears at leading aeronautical events performing his aerobatic air show in his 1932 Great Lakes 2T-1A plane.

In addition to his regular busy schedule, Al has remained active throughout the years in the Air Force Reserve, civic activities and was Representative from District 15 to the 40th Legislative Session in 1967.

Last year U. S. airlines handled more than 176,000,000 pieces of passenger luggage.

The chances of aerial collision of aircraft are figured at 4,000,000 to one.

AIRPORT NOTES



By James H. Monger
Assistant Director, Airports

Glasgow — Bids will be opened February 6th for the airport improvement project at Glasgow International Airport. The project consists of a runway extension, runway and taxiway lighting and miscellaneous work. The MAC loaned \$150,000 to the City/County Airport Board to aid in the financing of this local/state/federal project. Morrison-Maierle of Helena are the consulting engineers.

Flathead—The MAC has approved a \$1,000 preliminary engineering grant to the Flathead County Airport Board. The local Board retained Greg Isbill Associates, Inc. of Denver, for the engineering services. The engineering study will be concerned with the future improvement and expansion of the Flathead County Airport near Kalispell.

Anaconda — The City/County Airport Board at Anaconda has submitted an application to the MAC for a \$1,000 preliminary engineering grant. The local board retained Morrison-Maierle of Helena for the engineering services. The engineering study proposed would be for the development of a cross-wind runway on the Anaconda Airport.

Havre VOR — The concrete pad for the VOR building is now in place on the Havre City/County Airport. The electrical contractor is progressing with the installation of the underground power source. The pre-fab VOR building has been delivered to the site. The electronic equipment is now in production and is expected to leave the factory March 1st. The MAC is hopeful for an early spring "turn on" for the long awaited VOR at Havre.

Study reveals that jets experience some degree of icing during one out of every 100 flights; The chance of severe icing being one out of every 100,000 flights.

GALLATIN FIELD BOND ISSUE APPROVED

Forty-five per cent of the eligible voters in Gallatin County turned out for a special election on January 20th, for the purpose of approving a bond issue for the necessary sponsors funds to enlarge Gallatin Field. The voters passed the \$285,000 bond issue with 3,926 votes "for" and 488 votes "against".

The Federal Aviation Administration allocation of \$304,392 has been approved and the engineering firm of Morrison-Maierle will have final plans and specifications completed for a spring bid opening.

This is one of Montana's major airport expansion programs necessary to accommodate jet aircraft which will be used by the air carriers in the near future. The 6,500 ft. runway at Gallatin Field will be extended to the southeast for a total length of 9,000 feet.

Other Montana airport improvement bond issues are contemplated for Missoula, Kalispell, Helena, Glendive, and Big Timber.

AIRCRAFT OWNERS:

Is Your Aircraft Registered For 1968?

* * *

PILOTS

Have You Applied For 1968 Registration?

* * *

COMMERCIAL AIR OPERATORS:

Has Your "Proof of Insurance" Been Submitted to the Aeronautics Commission?

* * *

If the Answer is "No" DO IT TODAY!!!

If you need one or all of the necessary forms, drop a postcard to the Montana Aeronautics Commission, P. O. Box 1698, Helena, Montana 59601.

**NEW COMMERCIAL
BROADCAST FACILITY**
West Yellowstone KWYS
920 KC 1000 Watts
Hrs. of Operation: 6 a.m. to Sunset
Tower: 1½ mi. SE of Town
240 Ft. High

INAC HOLDS WINTER BOARD MEETING

The International Northwest Aviation Council (INAC) held its winter board of directors meeting in Spokane, Washington on January 6th. Council President, Don Duval of Boise, Idaho, announced that the Summer board meeting would be held on May 11 in Calgary, Alberta and the annual convention would be held in Sun Valley, Idaho on September 26, 27 and 28.

Montana members of the board are C. E. "Sandy" McPherson of Helena, Robert S. Michael of Billings and MAC's assistant director, J. H. "Jim" Monger. The Council, formed in the mid-thirties, has a membership consisting of representatives from all facets of aviation throughout the Northwest. This includes the states of Alaska, North Dakota, Montana, Idaho, Washington and Oregon and the Northwest Provinces and Territories of Canada. The goals of INAC are "to foster and promote all aspects of aviation in the greater Northwest area," and one major project during the years has been the fight for equitable Customs clearance rates for aircraft crossing the International Border.

All aviation interested Montanans are urged to join the International Northwest Council!

(Watch future issues of 'Montana and the Sky' for details on the convention and information on obtaining INAC membership.)

FEDERAL AVIATION ADMINISTRATION INTINERARY LISTING



Airport	Feb.	March	April
Culbertson	7	13	3
Glasgow		28	
Glendive		7	4
Great Falls	8		17
Lewistown	21		24
Miles City	28	21	25
Missoula	15	27	
Sidney			

NOTE: Provisions have been made to give private, commercial and flight instructor and instrument written examinations, ON AN APPOINTMENT BASIS ONLY at the following FAA Flight Service Stations:

Bozeman	Lewistown
Butte	Livingston
Cut Bank	Miles City
Dillon	Missoula
	Great Falls

COMMUTE AIR RECEIVES FAVORABLE INITIAL DECISION

Hearing Examiner Henry Loble, of the Montana Aeronautics Commission issued his Initial Decision recommending that a Certificate of Public Convenience and Necessity should be issued to Commute-Air, Inc., to engage in commercial air transportation within the State of Montana, with respect to persons and property, as follows:

(1) Between the point or points on the Idaho-Montana boundary line, which are on Commute-Air's present route between Spokane, Washington, and the terminal point Helena, Montana, via the intermediate points Libby, Kalispell, Polson, and Missoula, Montana; and

(2) Between the point or points on the Idaho-Montana boundary line, which are on Commute-Air's present route between Spokane, Washington, and the terminal point Kalispell, Montana, via the intermediate point, Libby, Montana.

In accordance with the regulations of the Montana Aeronautics Commission, Examiner Loble's Decision will become final on February 10, 1968, unless a Petition for Discretionary Review to the Aeronautics Commission is filed by one of the parties, or unless on its own volition, the Aeronautics Commission takes action to review or change the Examiner's Decision.

Since July 1, 1967, Commute-Air has operated in Montana under a Temporary Certificate of Public Convenience and Necessity issued by MAC.

The Application of Commute-Air for a Certificate of Public Convenience and Necessity was heard before Examiner Loble in Helena on October 18th, 1967. At that time numerous witnesses from the Montana cities and from Spokane, Washington, appeared in support of Commute-Air's Application.

Commute Air's case is the first presented to MAC under the new Intra-state Scheduled Air Carrier Act passed by the Legislature in 1967.

Energy produced by the Saturn V launch was equal to the entire capacity of all electric generating plants in America.

CONGRATULATIONS



CERTIFICATES ISSUED RECENTLY TO MONTANA FLYERS

STUDENTS

Symmonds, James W.—Duxbury, Mass.
Snyder, Laurence R.—Shelby
VanOmmen, Margaret J.—White Sulphur Springs
Long, Duane E.—Billings

PRIVATE

Bergsieker, Joseph E.—Kalispell
Holden, John D.—Missoula
Anderson, Robert W.—Helena
Kyle, William D.—Missoula
Rogers, Gerald F.—Browning
Bossard, Carl T.—Great Falls
Shawver, Alvin J.—Brusett
Graham, Gerald J.—Billings
Brahum, Keith A.—Billings
Rosenfeld, George A.—Billings
Glenn, James H.—Billings
Eggleston, William L.—Billings
Goan, William S.—Billings
Pederson, Jerome D.—Wolf Point

COMMERCIAL

Olson, Lance A.—Great Falls
Kelly, Michael J.—Bozeman
Bechtelheimer, Thaddeus C.—Waterloo, Iowa
Carter, Jerome K.—Rudyard
Banta, Lyle L.—Willmar, Minn.
Greytak, Donald A.—Harlem

A T R

Morrison, Jeffrey—Helena
Skovgaard, Ray—Billings

A T R MULTI ENGINE

Baldwin, Richard D.—Helena

INSTRUMENT

Kelly, Michael J.—Bozeman
Rudin, Judith A.—Billings
Carter, Jerome K.—Rudyard
Banta, Lyle L.—Willmar, Minn.
Bechtelheimer, Thaddeus C.—Waterloo, Iowa
Stroh, James P.—Billings

MULTI ENGINE

Holman, Robert C.—Great Falls
Greeno, Dean E.—Rudyard
Deichl, Andrew J.—Billings
Bechtelheimer, Thaddeus C.—Waterloo, Iowa

Buchanan, Robert W.—Billings

FLIGHT INSTRUCTOR

Cazier, Donald R.—Townsend
Wood, Eddie G.—Great Falls
Carter, Jerome K.—Rudyard
Banta, Lyle L.—Willmar, Minn.
Janz, Robert H.—Bozeman
Bechtelheimer, Thaddeus C.—Waterloo, Iowa
Herrod, Bron T.—Billings

FLIGHT INSTRUCTOR INSTRUMENT

Carter, Jerome K.—Rudyard
Rudin, Judith A.—Billings
Banta, Lyle L.—Willmar, Minn.
Janz, Robert H.—Bozeman
Bechtelheimer, Thaddeus C.—Waterloo, Iowa
Herrod, Bron T.—Billings

BASIC GROUND INSTRUCTOR

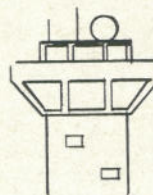
Frazee, Ronald L.—Billings

ADVANCED GROUND INSTRUCTOR

Basham, Lauren D.—Helena
Carter, Jerome K.—Rudyard
Banta, Lyle L.—Willmar, Minn.
Bechtelheimer, Thaddeus C.—Waterloo, Iowa
Weaver, Jack W.—Billings
Rogers, Julian W., Jr.—Utica
McNees, Kenneth E.—Billings

INSTRUMENT GROUND INSTRUCTOR

Basham, Lauren D.—Helena
Carter, Jerome K.—Rudyard
Banta, Lyle L.—Willmar, Minn.
Bechtelheimer, Thaddeus C.—Waterloo, Iowa
Rogers, Julian W., Jr.—Utica



TOWER

OPERATIONS

NOVEMBER, 1967

	Total Operations	Instrument Operations
Billings	10,294	1,932
Great Falls	5,712	1,394
Missoula	4,144	447
Helena	3,184	435

NOTE: 1/14/68, Billings Tower was upgraded to a level 2 Approach Control Tower. The upgrade was based upon the traffic count over the past calendar year. For the calendar year 1967, Billings Tower had a total of 136,002 operations and 17,759 instrument operations.

Aerolineas Argentinas, the international airline of Argentina, claims to operate the world's longest non-stop scheduled flight—6,462 miles between Buenos Aires and Madrid.

AVIATION EDUCATION HIGHLIGHTS



By C. R. "Ron" Adams
Supervisor of Aviation Education

Like a "sleeping bear," aviation education was, shall we say, hibernating over the holidays, but since that time it has really come on like "gangbusters." Our 1968 summer workshop program is beginning to take shape; we have an awards program ready to roll and some news for our aviation science instructors about summer study in aviation science related programs.

MONTANA YOUTH IN AVIATION AWARD

The "Montana Youth in Aviation Award" will be presented late this school year in Helena. The high school student who receives this award will be judged the outstanding student enrolled in an aviation science course. The Montana Aeronautics Commission and the Superintendent of Public Instruction, as a continuation of their joint efforts in aviation education, are cooperating in sponsoring this program to find and recognize Montana's outstanding high school aviation education student.

The award competition will be open to Montana high school students who are enrolled in or have successfully completed a course of aviation science. It will be conducted in two phases: Phase one, a written examination, will be administered to the applicants at their school; Phase two, consisting of a written examination and an interview with a selection committee, will be conducted in Helena.

Phase two will be those students who scored highest at their school on the phase one examination. They will be flown to Helena and remain here for approximately two days, as guests of the Montana Aeronautics Commission. Results of their examinations, their interview with the selection committee, academic information and information contained on

their application, will be considered in selecting the winner.

An awards banquet will be held the final evening in honor of the participants and to make the awards. The awards are:

Local level—The top scorer at each school will receive a Solo Flight Scholarship. Runners-up at each school will receive a three-hour cross country flight.

State award—The student selected as the outstanding aviation science student will receive a Private Pilot Training Scholarship.

A similar program was outlined in 1958, but was set aside and never really got underway and the Youth Flight Seminar was discontinued a couple of years ago for various reasons. Outstanding students in other subject areas receive recognition for their achievements, therefore, we certainly feel that students enrolled in aviation science courses should also receive recognition for their efforts.

By instituting the "Montana Youth in Aviation Award" we hope to not only encourage students to enroll in aviation science courses, but to cause schools, which do not have such a curriculum, to investigate the feasibility of offering one.

AEROSPACE EDUCATION WORKSHOPS, 1968

The dates, sites and directors for the 1968 Aerospace Education Workshops have been confirmed. There will be three conducted this summer at the following units of the University System:

Western Montana College, Dillon, June 10-28 — Faculty Coordinator, Ralph Kneeland; Director, Duane Jackson. Credits — Four (4). Enrollment — Twenty-five (25).

Northern Montana College, Havre, June 11-July 3 — Faculty Coordinator, Dr. George Bandy; Director, Ronald Kologi. Credits — Four (4). Enrollment — Twenty-five (25).

Eastern Montana College, Billings, June 17-July 3 — Faculty Coordinator, Dr. Chris Hale; Director, H. C. "Buzz" Christiansen. Credits — Four (4). Enrollment — Fifty (50).

The Aerospace Education Workshops are open to elementary and secondary teachers, guidance counselors, principals and superintendents. Through classroom work, lectures, guest speakers, projects and field trips, we endeavor to provide

a basic knowledge to participants about aviation and aerospace topics. With this information a teacher can teach a unit on aviation education, or integrate it into existing curricula, or teach an aviation science course.

Last summer a group of thirty workshopppers were treated to a flight to Houston, Texas, by military aircraft and toured the Manned Spacecraft Center. Hopefully, we can undertake a similar field trip this summer. We have not been able to confirm the airlift support for such an excursion and we probably won't know until the last minute. This is due to the military's airlift commitment to Southeast Asia. We're working on it.

A word about the enrollment figures. The figures for enrollment pertain to the grants made available to enrollees to help defray some of the expense at the workshop. These grants are available to certificated Montana teachers and undergraduate students in education, in that order. However, if any school fails to reach their enrollment figure, grants can be transferred to another University unit to take care of any excess enrollment they may have.

Any teacher wishing to attend a workshop should make application to the faculty coordinator at the University unit they wish to attend. I would urge you to make application right away, as interest in these workshops is high and they fill up fast.

SUMMER TRAINING AVIATION SCIENCE INSTRUCTORS

Last summer Cessna Aircraft Company conducted their first annual seminar for high school aviation teachers. The seminar brought ten high school aviation teachers from all over the country to Wichita, Kansas. The ten teachers spent three days getting a broad look at the general aviation industry. Cessna's evaluation of the seminar? . . . "An unqualified success."

Cessna is so satisfied with the seminar that they are considering expansion, both in number of teachers and length of the seminar. If you are interested contact: Mr. Frank G. Mitchell, Manager, Air Age Education, Cessna Aircraft Company, Wichita, Kansas 67201.

I came across another program the other day which offers summer training for aviation education teachers. This program is offered by

Beech Aircraft Corporation, and I am quoting the article as it appeared in the January 15, 1968 issue of *Aviation Week and Space Technology* magazine:

"Beech Aircraft Corporation will double its summer employment fellowships for secondary school aviation teachers next year. During the first year of operation in 1967, Beech's fellowship program provided summer employment for five teachers selected from across the nation. Ten teachers will be chosen next year. During their summer employment they will be briefed on various aspects of the aircraft manufacturing industry."

Interested teachers can obtain more information about Beech's program by writing: Mr. Marion P. Stevens, Administrator — Aviation Education, Beech Aircraft Corporation, Wichita, Kansas 67201.

Well, I think you can see that things are beginning to happen in aviation education. If you have any questions, drop me a line. I'm always happy to hear from you.

LETTERS TO THE DIRECTOR

Ann Jonutis
Bloomfield Route
Glendive, Montana

January 12, 1968

Dear Sirs:

We have wanted to write to the staff of the Montana Aeronautics publication of "Montana and the Sky" for some time.

Last October we made a trip to Washington, D. C. in our Beechcraft Bonanza. This was my first air trip across the United States as well as my husbands'. He has flown almost 8 years now.

The purpose of this letter is to let you know that "Montana and the Sky" is being read and enjoyed by people outside of Montana. We stopped in Chicago at the Midway Airport. We received polite and efficient service but an attendant in the office by the name of "Lefty" T. Bleiman was especially friendly and helpful upon learning that we were from Montana. He thought your publication was one of the best in official aeronautic newsletters . . .

Sincerely,
Mr. & Mrs. Edward Jonutis

BEECH AIRCRAFT ELECTS FRANK E. HEDRICK PRESIDENT

Frank E. Hedrick, Executive Vice President since 1960, has been elected President of Beech Aircraft Corporation.



Frank E. Hedrick
New Beech Aircraft President

Announcement of Hedrick's election was made at the annual management dinner of the Beechcraft Supervisors Club by Mrs. O. A. Beech, who had served as both Chairman of the Board and President since the death in 1950 of her air-pioneer husband, Walter H. Beech. Mrs. Beech will continue to serve as Chairman and chief executive officer.

Mrs. Beech stated: "On behalf of the Board of Directors, I want to introduce to you your new President, Mr. Frank E. Hedrick. It is with great pride that I turn over the presidency to him. I know that his able and dedicated leadership of the years past will afford him the inspiration and strength to guide Beech Aircraft to even greater achievements."

Hedrick joined Beech Aircraft in 1940 as coordinator and assistant to the General Manager. In 1945, he was elected Vice President—Coordinator, and five years later was named to the Board of Directors and Executive Committee.

Under the direction of Mrs. Beech and Hedrick, particularly in the last five years, the company has established its most expansive growth.

ATTENTION: FIRC APPLICANTS

Flight Instructors wishing to attend the Sixth Montana Flight Instructors Refresher Course (March 4 through March 8) must have their applications in to the Aeronautics Commission by 5:00 PM on February 15th.

The Selection Committee will meet on February 16th and all applicants will be notified by February 20th.

* * *

NOTE: Operators submitting aircraft rental bids should do so immediately.



The two latest films acquired by the Montana Aeronautics Commission are available for immediate distribution.

"DENSITY ALTITUDE"—16mm, 30 minutes, color, sound.

This film is a "must" for general aviation pilots planning cross-country flights particularly into unfamiliar airports. It gives an excellent presentation on the very important subject of operating out of high altitude airports on hot days. In addition "Density Altitude" includes some of the finest and most beautiful pictures of light plane flying in mountainous terrain.

"USING THE AIR SPACE: Navigations and Communications" 16mm, 20 minutes, color, sound.

The film employs a combination of animation and in-flight motion picture photography, actual sound and dubbed narration to put across a comprehensive academic lesson in the use of aircraft radio navigation equipment.

It presents for the student a comprehensive explanation of what aeronautical facilities are available to the general aviation pilot, showing what each facility looks like, and illustrates how they may be used most effectively. It depicts in motion picture form what happens in actual flight—how the omni needle deflects and aligns when flying a VOR radial; what happens when the plane passes over the omni station; flying by automatic direction finder; operating within a control zone; what takes place in the control tower and landing with the aid of an instrument landing system.

MATA—continued from page 1

Gordon Downing, San Francisco, Calif.—Forest Insect Control.

Harold Alley (University of Wyoming) Herbicide Mixtures.

Dr. Harry Gibbons, Oklahoma City, Okla.—Medical Impacts of Agricultural Chemicals.

Afternoon Session—MATA

Featured speakers were:

Jack Lawson of Billings on Insurance, and Charles A. Lynch, Director of Montana Aeronautics Commission. (see speech reprint—Director's Column, Page 2).

SATURDAY, JANUARY 27

Morning Session

Bob Michael, Airport Manager, Logan Field, spoke on Airport Management followed by the regular Business Meeting.

Afternoon Session

John Gallagher was Master of Ceremonies. Speakers were: Mr. Darold Livingston of Eastern Montana College spoke on all phases, including the physiological aspect, in Business Management and Supervising Inspectors from Federal Aviation Administration General Aviation District Offices in Billings and Helena, Fritz Lueneburg, GADO No. 1 and Lee Mills GADO No. 9.

Evening Banquet

Jim Pickens was the Master of Ceremonies and the Main Speaker was Tom Lane, Chief, FAA Control Tower, Logan Field, Billings.

Thanks go to Co-Chairmen Jim Pickens and John Gallagher.

STATISTICS

Will your **first** accident be your **last** day alive?

61/37
65/22
78/18
69/18
5/0

ACCIDENT TOTAL FATALITIES

1964 Total	61	37
1965 Total	65	22
1966 Total	78	18
1967 Total	69	18
1968 To-Date	5	0

As presently figured, it will cost about \$11,000 an hour to fly the SST (supersonic transport) of tomorrow.

FAA INSPECTORS' CORNER



By ARTHUR A. KURTH
GA Operations Inspector
GADO No. 9, Helena

PROTECT YOUR FLIGHT TRAINING INVESTMENT

This month we wish to emphasize the importance of FAA Advisory Circular AC NO: 61-44 to our Montana student pilots, flight instructors and pilot school operators.

Under the provisions of FAR Amendment 61-18, adopted June 21, 1965, **all flight instructor certificates which do not bear an expiration date have expired. Also, certificates which bear an expiration date expire on the date shown.**

The importance of this to you cannot be disregarded or taken lightly if you are selling, giving or obtaining flight instruction — **because — Flight instruction conducted by the holder of a Flight Instructor Certificate which bears no expiration date, or after the expiration date shown on the Flight Instructors Certificate, is not acceptable toward meeting the flight time requirements for a pilot certificate or rating which you may be working toward and paying for.**

In order that you are not penalized by refusal for flight test on this basis by your FAA General Aviation District Office or FAA Designated Pilot Examiner, we heartily recommend that you review the recommendations of Advisory Circular No. 61-44 which we are presenting herein.

RECOMMENDATIONS:

a. Each student pilot engaging the services of a flight instructor should assure himself that the instructor's certificate is currently valid. Flight instructors should routinely inform prospective students as to the currency of their instructor certificates.

b. Each flight instructor should form the habit of entering the expiration date after his certificate number when endorsing logbooks, applications, and student certificates. All new pilot certification forms will provide spaces for expiration dates.

c. Pilot school operators, certificated and other, should post lists of

the expiration dates of all instructors employed, to preclude the sale of unacceptable flight instruction to their customers.

FAA PROPOSES PROFICIENCY FLIGHT CHECKS

The Federal Aviation Administration said today it is considering rule-making action which would require general aviation pilots to take periodic flight instruction or proficiency checks in order to exercise the full privileges of their certificates.

The agency's intentions were stated in an Advance Notice of Proposed Rule Making inviting the aviation community to participate in the formulation of such requirements. FAA said all comments received before April 1, 1968, would be considered by the agency before deciding if a formal Notice of Proposed Rule Making should follow.

FAA presently has no requirement for periodic flight instruction or proficiency checks which are generally applicable to all categories of general aviation pilots.

Regarding periodic flight instruction, FAA said the major questions to be answered are:

—Which pilot certificate holders, if any, should be required to receive such instruction?

—How many hours of instruction should be required?

—How often should the instruction be received?

—Of what should the instruction consist?

FAA suggested that holders of private pilot certificates should be required to have at least a specified number of hours of flight instruction from an appropriately rated flight instructor within a fixed period (for instance up to three hours within a six month period or up to six hours within a 12 month period) before acting as pilot in command in any flight involving the carriage of persons or property. The precise maneuvers and procedures performed during the instruction period probably would not need to be specified, FAA added, but could be left to the judgment of the flight instructor.

FAA also suggested that all student pilots be required to take flight instruction within a fixed period (for instance, six months) preceding any

solo flight. At present, a student pilot can fly solo without taking periodic flight instruction if (1) he has acted as pilot in command of a powered aircraft within the preceding 90 days or passed a flight check given by a certificated flight instructor, (2) acquired the aeronautical experience required for a private pilot certificate, and (3) obtained a flight instructor's endorsement that he is considered competent to make solo flights without mandatory periodic flight checks.

With regard to the subject of periodic proficiency checks, FAA said the major unanswered questions are:

—Which pilot certificate and rating holders, if any, should be required to receive such checks?

—Who should give the checks?

—How often should the checks be given?

—Of what should the checks consist?

—Should the checks, or any portion of them, be allowed in simulators?

FAA also suggested that periodic proficiency checks be required for general aviation pilots holding commercial and airline transport pilot certificates and instrument ratings.

For holders of commercial pilot certificates, FAA suggested that they be required to pass a proficiency check in the category of aircraft involved within a fixed period (for instance, 12 months) before acting as pilot in command of an aircraft carrying passengers or as pilot in command for compensation or hire.

For holders of airline transport pilot certificates, proficiency check requirements would be provided that are similar to those for commercial pilots. This proficiency check would include a showing of instrument proficiency if the pilot is to engage in IFR (instrument flight rule) operations, whether or not passengers are carried or the operation is for compensation or hire.

In the case of instrument ratings, it is suggested that the holder be restricted from engaging in any IFR operation unless within a fixed period (for instance, the preceding 12 months) he has passed an instrument proficiency check in the category of aircraft involved. The instrument proficiency check would be acceptable as a proficiency check in the category of aircraft involved, for the holder

of a private, commercial, or airline transport pilot certificate.

The FAA said consideration should be given to authorizing appropriately rated flight instructors to give the new proficiency checks in addition to FAA inspectors, authorized flight examiners or company check pilots. As proof of compliance all required proficiency checks would be recorded in pilot log books.

In order to preclude unnecessary repetitions of the same or substantially equivalent proficiency checks, FAA said the satisfactory accomplishments of certain other flight tests, checks or refresher courses within the prescribed time periods would be acceptable as meeting the proficiency check requirements of the contemplated provisions. Examples are flight tests for certificates or ratings under pilot certification rules, or proficiency tests accomplished under Part 121 of the Federal Aviation Regulations ("Certification and Operations: Air Carriers and Commercial Operators of Large Aircraft"), Part 127 ("Certification and Operation of Scheduled Air Carriers with Helicopters") and Part 135 ("Air Taxi Operators and Commercial Operators of Small Aircraft").

FAA WITHDRAWALS

At the same time it issued the Advance Notice on periodic flight instruction and proficiency checks, FAA announced the withdrawal of a Notice of Proposed Rule Making (Notice 67-1) issued last January which would have established a new "basic pilot" certificate and required more training for private and commercial pilots' certificates.

Also withdrawn was a Notice of Proposed Rule Making (Notice 66-28) issued in August 1966 which would have allowed FAA inspectors and designated examiners to use sampling procedures in conducting flight tests for private and commercial pilot certificates and instrument ratings.

FAA said its withdrawal action was based on an analysis of comments received from the aviation community.

Comments on the advance notice (Notice 67-56; Docket 8614) should be submitted in duplicate to: Federal Aviation Administration, Office of General Counsel, Attention: Rules Docket, GC-24, 800 Independence Avenue, S.W., Washington, D. C. 20590.



CALENDAR

February 6, 7 & 8, Bozeman—Aerial Radiological Monitoring Course. The Course will be held at the Montana State University, Student Union Building, Room 142.

February 13, 14, Helena—Montana Aeronautics Commission's monthly meeting.

March 3, Great Falls—Registration Day, Flight Instructors Refresher Course.

March 4-8, Great Falls—Flight Instructors Refresher Course.

April 2, 3 & 4, Washington, D. C.—National Association of State Aviation Officials Spring Conference.

April 19, Lewistown—Montana Airport Managers Association's Annual Meeting—Headquarters, Yogo Inn.

April 22-25, between Managua, Nicaragua, C.A. and Panama City, Florida—18th Angel Derby (All Women's International Air Race). The Race will offer \$2,500 in cash prizes and the 2402 st. mil. Angel Derby will take contenders to the southernmost point in the hemisphere from which a Race has ever begun.

Complete details; Rules and Entry Forms may be obtained from Mrs. E. O. Hatfield, General Chairman, 12820 Oelander Road, North Miami, Florida 33161.

May 3, 4 & 5, Cut Bank—Montana Pilots Association's Annual Convention.

May 11, Calgary, Alberta, Canada—International Northwest Aviation Council Board Meeting.

May 19-23, Philadelphia, Penn.—American Association of Airport Executives Annual Convention.

June 10-28, Dillon—Western Montana College Aerospace Education Workshop.

June 11-July 3, Havre—Northern Montana College Aerospace Education Workshop.

June 17-July 3, Billings—Eastern Montana College Aerospace Education Workshop.

July 12-14, Sun Valley, Idaho—Tri-State Pilots Association Fly-In. Members of the Montana, Oregon and Washington Pilots Associations will hold their 1968 summer fly-in.

ATTENTION MPA HANGARS

The Aeronautics Commission is attempting to maintain a current listing of all local MPA Hangar officers in order to correctly answer the numerous inquiries we receive regarding Pilots' Association information. Please notify MAC of any errors in the following listing.

We would appreciate receiving notification of new officers following each hangar election.

Thank you!

Hangar	President	Secretary	Meeting
Billings.....	Duane Jackson.....	Hannah Stewart.....	3rd. Wed.
Bozeman/Gallatin.....	Charles Bowman.....	Chas. Silverthorn.....	
Butte.....	Carl Daniel.....	Harvey Casebeer.....	1st. Tues.
Chinook/Harlem.....	Jack Barrows.....	Bob Buhmann.....	3rd. Wed.
Cut Bank.....	Terry Anderson.....	Pat Spillman.....	3rd. Tues.
Dillon.....	Bill Stewart.....	Fred Kistler.....	2nd. Tues.
Glasgow/Valley.....	Charles Mitchell.....	Pearl Magill.....	
Glendive.....	Paul Latka.....	Harley Dyer.....	3rd. Thurs.
Great Falls.....	Jack Palmquist.....	Rosemary Bowman.....	2nd. Mon.
Havre.....	Wilbur Anderson.....	Frances Hensley.....	3rd. Wed.
Helena.....		Helen Dunlop.....	
Jordan/Garfield.....	Bob Wheatcroft.....	Shirley Stanton.....	
Kalispell/Flathead.....	Russel Baeth.....	Angie Kruckenberg.....	1st. Wed.
Lewistown.....	Charles Marshall.....	Madonna Smith.....	2nd. Mon.
Malta/Phillips Cnty.....	Lowell Smith.....	Edwin Johnston.....	
Miles City.....	Kenneth Rudolph.....	Frank Stoltz.....	
Missoula.....	Harold Sturdevant.....	Marge Swartz.....	Last Fri.
Plentywood/Sherwood.....	Wallace Christiansen.....	Curtis Overby.....	Last Fri.
Shelby.....	James C. Farrar.....	Charles E. Hubbard.....	2nd. Sun.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

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Helena, Montana 59601

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